

OCC

# INFORMATION REPORT      INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

25X1

**C-O-N-F-I-D-E-N-T-I-A-L**

COUNTRY    **USSR** (Ukrainian SSR)

REPORT

SUBJECT    **City of Simferopol**

DATE DISTR.    22 December 1958

NO. PAGES    1

REFERENCES

25X1

DATE OF  
INFO.  
PLACE &  
DATE ACQ.

25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

A report on the city of Simferopol (N 44-58, E 34-05)

*GA*

*166/5*

*60/5*

*24/50*

**C-O-N-F-I-D-E-N-T-I-A-L**

25X1

STATE	X	ARMY	X	NAVY	X	AIR	15	FBI	AEC				
(Note: Washington distribution indicated by "X"; Field distribution by "#")													

C-O-N-F-I-D-E-N-T-I-A-L

25X1

## CITY OF SIMFEROPOL

General Description of Simferopol

1. The old city of Simferopol (N 44-58, E 34-05), was situated on the upper reaches of a slope. It extended south to the newly-constructed railroad station, and (formerly) east to a stream known as the "canal". No construction was going on in the old city proper. The new city, the terrain of which was characterized by sudden drops, extended below this southward several streets beyond ulitsa Kirova, the main thoroughfare and highway to Feodosiya. It was being extended east over the canal towards Feodosiya (N 45-02, E 35-24), and west in the direction of Sevastopol (N 44-35, E 58-59). (The sportsfield and cemetery bordered the city on the west.) The highway leading to Alushta (N 44-41, E 34-25), better known in the area as the Yalta Highway, ran along the lower part of the cliffs of the new city. The new city was inhabited by people engaged in commerce, cannery workers, Party and labor union personnel, the teaching staffs of the local education centers, and railroad personnel; the latter occupied a section of one-story houses with small gardens along the Yevpatoriya Highway, near the railroad station. The new city had parallel streets, even numbers on the right, and odd on the left side. The principal new streets were: Rosa Luksemburg, Karl Marks, Karl Libknekt, Maxim Gorkiy, Chekhov, Pushkin, and Kirov.

Public Facilities

2. Among the recent constructions were: a prison building near the railroad station, two tuberculosis hospitals, one for diagnosis on ulitsa Karla Marksa, and another for treatment, on ulitsa Rosa Luksemburg. There was a polyclinic on ulitsa Kirova. The new city had several hotels which offered lodging without meals, although all of these had a sort of snack bar. Collective housing developments were scattered throughout the city. These were generally set up to accomodate single persons, although families sometimes had to live in them as well, because of housing shortage. Party Headquarters were located between ulitsa Pushkina and ulitsa Gorkogo (sic) and MVD Headquarters were located about 300 meters from the point where ulitsa Kirova crossed the canal. A museum, a theater, and a movie house were located on ulitsa Pushkina, and there was another movie house on ulitsa Gorkogo. The main shopping district was located on ulitsa Kirova. Ulitsa Gorkogo had a large market for the kolkhoz products which were sold locally; however, most of these were shipped by rail to the interior. The city had the usual schools and institutes, and a medical school as well, located on ulitsa Gorkogo (sic). At the corner of ulitsa Kirova were located the publishing offices of the press and graphic arts. The daily Krymskaya Pravda (circulation 250,000) and the weekly Krymskaya Komsomol (circulation 80,000) were published here, as well as other magazines, periodicals, and books. The city had no local ministry offices, embassies, or legations.

Simferopol had the following

25X1

C-O-N-F-I-D-E-N-T-I-A-L

25X1

C-O-N-F-I-D-E-N-T-I-A-L



25X1

transit lines: a streetcar line went up ulitsa Karla Marksa, crossed ulitsa Kirova, and continued north to the railroad station. Another line went along ulitsa Kirova, crossed the canal, and connected with the winding streets of the old city. Bus lines covered other areas not reached by the streetcars, such as the district near the station, the sports field, and the cemetery. There was no subway, or inter-urban train system. A military clubhouse was located on ulitsa Pushkina. between ulitsa Karla Marksa and ulitsa Gorkogo. [redacted]

25X1

A public communications building housed the telephone, telegraph, and post offices. Telephones were automatic. The city was supplied with water by underground pipelines from the Bodu-Kanal enterprise (sic), and from a reservoir 18-kilometers distant, near the Kharkov-Moscow Highway. [redacted]

25X1

no waterways in Simferopol other than the canal in the eastern part of the city. The city had no river port. There were various bridges over the canal, one of which was the continuation of ulitsa Kirova, which became the Feodosiya Highway after crossing the canal. A small bridge which belonged to an experimental granary was located between the Alushta Highway and the canal near the power plant dam. Traffic circulated on the right side of the road, and traffic policemen were stationed at all busy intersections. Most streets in the old city were too narrow for vehicular traffic.

#### Industry

3. All industry in Simferopol was connected with the kolkhoz products. A metallurgical plant made machinery for use in the various canneries in the area. The Khybyshev Cannery, which employed 2,000 workers, was located near the railroad station and entered ulitsa Karla Marksa and ulitsa Gorkogo. The Kirov cannery was located at the intersection of ulitsa Kirova and the canal. Tomatoes, fruits, etc., were canned here. There was another unidentified cannery for vegetables, fruits, and sunflower seeds near the cemetery. A fish cannery, called Pervogo Maya, and an unidentified meat-packing plant were also located near the cemetery, on the Sevastopol Highway. [redacted] a power plant was located on a dam on the canal about five kilometers from Simferopol on the Alushta Highway. This plant and its installations were old and defective. [redacted]

25X1

#### Civil Defense

4. Trained personnel came from other parts of the USSR to instruct the people in civil defense procedures, but [redacted] these exercises were not given much importance. [redacted]

25X1

25X1

C-O-N-F-I-D-E-N-T-I-A-L



25X1

C-O-N-F-I-D-E-N-T-I-A-L

25X1

Legend to  Sketch on page 5 .

25X1

1. Kuybyshev metallurgical plant (sic)
2. Prison
3. Medical School
4. Psychiatric Clinic
5. Tuberculosis Hospital for Diagnosis
6. Tuberculosis Hospital for Treatment
7. Telegraph office
8. Military hospital
9. Post Office
10. Military club
11. Theater
12. Hospital
13. Party headquarters
14. Gori porkova (sic)
15. Pre-flight school
16. Military headquarters
17. Office of press and graphic arts
18. Hotel
19. Market
20. Maternity hospital
21. Sports field
22. Brewery
23. Quarters for land-sea troops
24. Agricultural Institute
25. Cannery
26. Barracks
27. Foundry
28. Market
29. Infantry unit
30. Church
31. Hillside tunnel openings

C-O-N-F-I-D-E-N-T-I-A-L

25X1

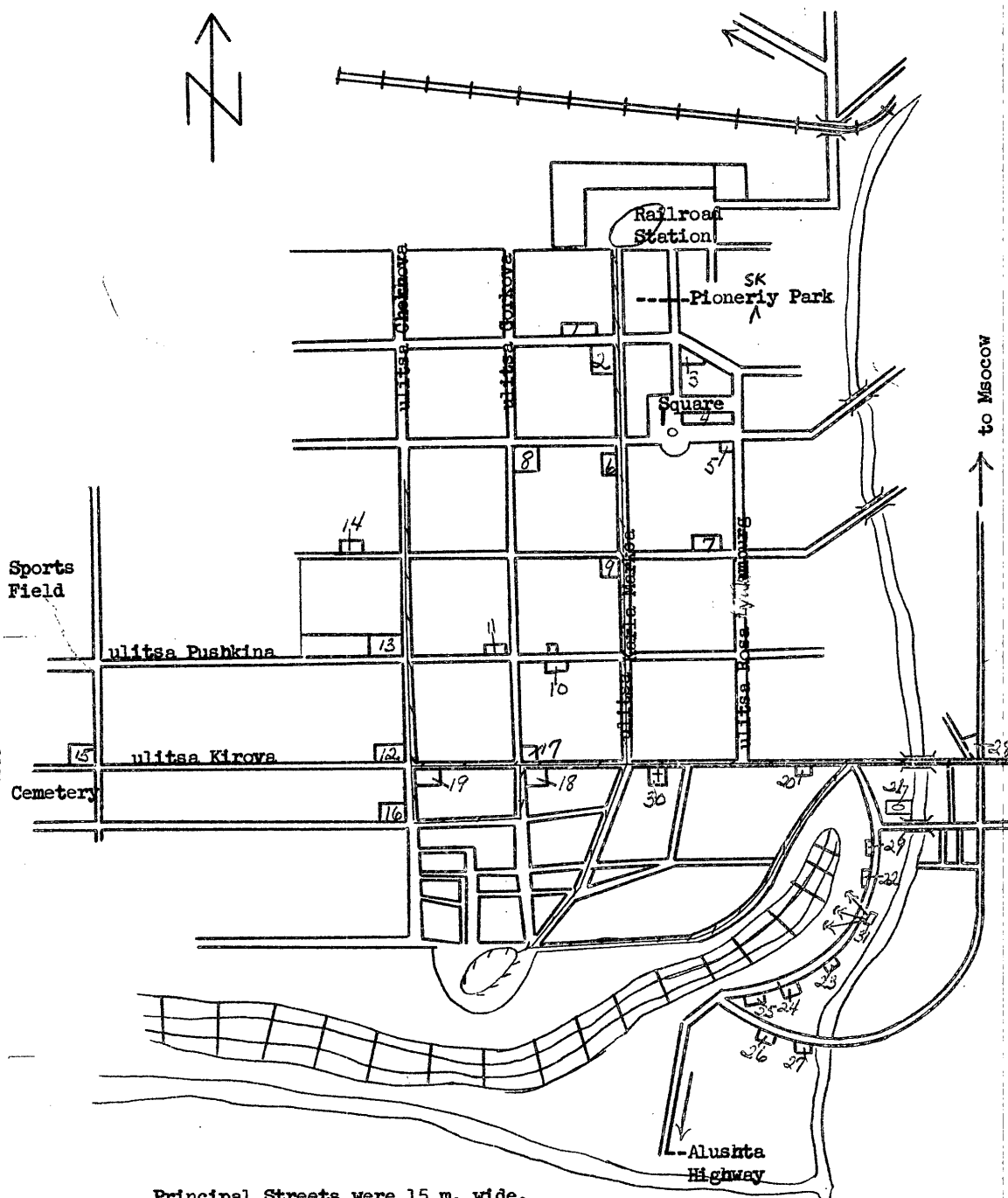
C-O-N-F-I-D-E-N-T-I-A-L

25X1

- 5 -

Sketch of  
City of Simferopol

25X1



Principal Streets were 15 m. wide.  
Secondary Streets were 10 m. wide.

C-O-N-F-I-D-E-N-T-I-A-L

25X1